DEPARTMENT OF THE AIR FORCE
HEADQUARTERS SPACE AND MISSILE SYSTEMS CENTER (AFMC)
LOS ANGELES, CA

23 August 2000

MEMORANDUM FOR: ALL OFFERORS

FROM: SMC/TEKB
3550 Aberdeen Avenue SE
Kirtland AFB, NM 87117-5776

SUBJECT: Clarifications to RFP F04701-00-R-0202, Sounding Rockets Program Follow-On (SRP-2)

1. The following information is provided in response to questions received on the subject solicitation. An RFP Amendment is forthcoming which will include applicable change pages.

Q: Are the Pre-ship and Quarterly Management Reviews identified in Section L, 3.2.6, item 6.c (Subfactor 4: Program Management) separate reviews than those identified in the TRD?

A: These are separate reviews that are a subset of and included in the 12 TITD meetings per year in TRD section 1.1.6.1.1. (No change)

Q: RFP Section L, 3.2.6, item 6.d (Subfactor 4: Program Management) lists a Launch Readiness Review. There is no reference to this review in the TRD (see TRD 1.1.6.1.2). Is it required as a separate review? Also, clarify what the difference is between the LRR and FRR.

A: The Launch Readiness Review is conducted at the launch site as part of the launch campaign to obtain final launch approval from SMC. This is normally done via telecon from the launch site. The MRR is the EMRR referenced in the TRD. The FRR and the MRR (EMRR) are both formal briefings to SMC management and are conducted prior to vehicle deployment. (No change)

Q: Reference TRD paragraph 2.1.1 - AIT Cooling Experiment. Provide the required/estimated inlet pressure and pressure drop across the experiment?

A: Pressure will be Contractor Proposed (CP). Offeror should provide the pressure needed for their design to meet the 5 gal per minute flow rate requirement in the TRD. (No change)

Q: Section L page 9, 3.2.7.2 for sample mission 2, shows a requirement to integrate and fly the three GPS experiments, the two GPS receivers and the Differential GPS unit. In the TRD, sample mission 2, paragraph 3.1.2.6.3, states that the APGD shall be capable of supporting the differential GPS experiment, and space for the differential GPS receiver, the two patch antennas, and the wrap antenna. Is the requirement to integrate and fly one differential GPS experiment?

A: Yes. The two GPS receivers can be used with the differential unit. (No change)

Q: Section L page 10, 3.2.7.2 shows a requirement for optimum temperature of 70 degrees F and to maintain the temperature within +/- 10 degrees F. In the TRD, sample mission 2 paragraph 3.1.2.6.5 states that the launch vehicle is required to survive up to 2 hours unsheltered and exposed to the normal/average weather conditions for WSMR during the planned launch window, May-July 02. Is there a requirement to maintain the launch vehicle temperature to 70 +/- 10 degrees F for 2 hours unsheltered and exposed to the normal/average weather conditions for May-July?

A: Yes. (No change)

Q: The TRD in paragraph 2.1.2.1 (Telemetry) states "The ejection will commence at 70 Km +/- 5 Km .... TRD paragraph 2.1.2.4 specifies the AIT shroud ejection to be at 80 Km +/- 5 Km.

A: TRD para 2.1.2.1. will be updated to "The ejection will commence at 80 Km +/- 5 Km .....

Q: Section L, paragraph 3.2.7.1 lists a requirement for velocity at shroud experiment initiation of less than or equal to 4.5 Km/sec and greater than or equal to 4.0 Km/sec. TRD paragraph 2.2 tabulated requirement summary shows reentry velocity to be 4.4 km/sec at 80 Km. Should not the TRD be the same requirement as Section L, 3.2.7.1.?

A: 4.4 Km/sec is the goal – anything between 4.0 and 4.5 Km/sec is acceptable. The TRD will be updated to show the acceptable range.

Q: Section L, paragraph 3.2.7.1 midcourse maneuvers indicates the requirement that all objects be deployed within +/- 20 Km of the desired altitude for the balloons and shroud. TRD paragraph 2.1.2.1 and 2.1.2.4 both specify +/- 5 km for the shroud. Please clarify.

A: Table in Section L will be updated to reflect +/-5 Km.

Reference: TRD page 5, Paragraph 2.1.2.1. "....100 total transducers consisting of 40 temperature gages (5 samples/msec)...."

> Q: Verify the sample rates listed in this paragraph are really samples per millisecond. 5 samples/msec equates to 5000 samples per second, which is much higher than temperature measurements would normally require.
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> A: The data rate as identified is required. Note – this is due to the extremely high speed of the event we are going to measure. (No change)
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> Q: Are the sample rates listed per gage or per gage type? For example, 40 temperature gages (5 samples/msec) – are the 5 samples/msec for each measurement or for all 40 temp gages?
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> A: Gage type. The data rate as identified is required. Note – this is due to the extremely high speed of the event we are going to measure. (No change)

Q: Reference: Section I, DFAR 252.242-7005, Cost/Schedule Status Report Do you want a C/SSR CDRL?

A: No. Due to the low dollar values anticipated for the CPFF Tasks, it is not cost effective to require this deliverable. The Clause will be removed from the contract.

Reference TRD: para. 2.1.2.7, page 7; para. 3.1.2.9, page 13 and para. 4.1.2.7, page 16. The TRD paragraphs 3.1.2.9 and 4.1.2.7 contain transportation statements establishing contractor responsibility for shipment of all hardware to WSMR except the rocket motors. No transportation statement is provided in paragraph 2.1.2.7 for the Sample Mission 1 from Kodiak.

> Q: Is the contractor responsible (and liable) for transport of all GFE hardware to Kodiak, including GFE rocket motors, or will the rocket motors be transported there separately by the Government?
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> A: The GFE motors and TE will be shipped by the Government and turned over at the launch site. Remaining hardware will be the responsibility of the contractor.

Q: If the contractor is responsible for transport of GFE motors to Kodiak, will the Government transfer ownership/custody, via DD-1149, of the motors to the contractor at point-of-origin (e.g., Hill AFB)? If not, will the Government indemnify the contractor for any transportation damages incurred during motor transport to the Kodiak launch site?

A: Same as above. The Government will retain ownership of the motors until they arive at the launch site. Indemnification will not be provided.

Q: Are government bills of lading authorized or allowed to achieve Govt. air transport cost savings (e.g., C-5A)?

A: Price according to Section L paragraphs 6.4.1 – 6.4.3. Note - The method of transportation will be based on which option is selected by the Government. In sample mission 1, the option to ship to the staging area at Hill AFB assumes Government shipment of all hardware to Kodiak, AK.

Reference: Exhibit A, CDRL. CDRLs A006, A007, A009, A010, A011, A012, A016, A018, A020 and A021.

Q: Is contractor format acceptable?

A: Yes for A006, A009, A011, A012, A016 and A021. DID provides for contractor format on A007, A018 and A020 (within other specified guidelines). A010 must be in designated format. CDRL's will be updated and change pages provided on the SMC website.

2. See amendment 0001 for specific changes made to the subject solicitation. For additional information you may contact the undersigned at (505) 853-3503.

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